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S E C R E T

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COUNTRY East Germany

REPORT

SUBJECT East German Aircraft Industry: VEB
Maschinen- und Apparatebau Dresden-
Klotzsche(Werk I); Klotzsche Airfield

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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[redacted] short report, and a sketch with legend,
concerning VEB Maschinen- und Apparatebau Dresden-Klotzsche and
the Klotzsche Airfield. (6 pages)

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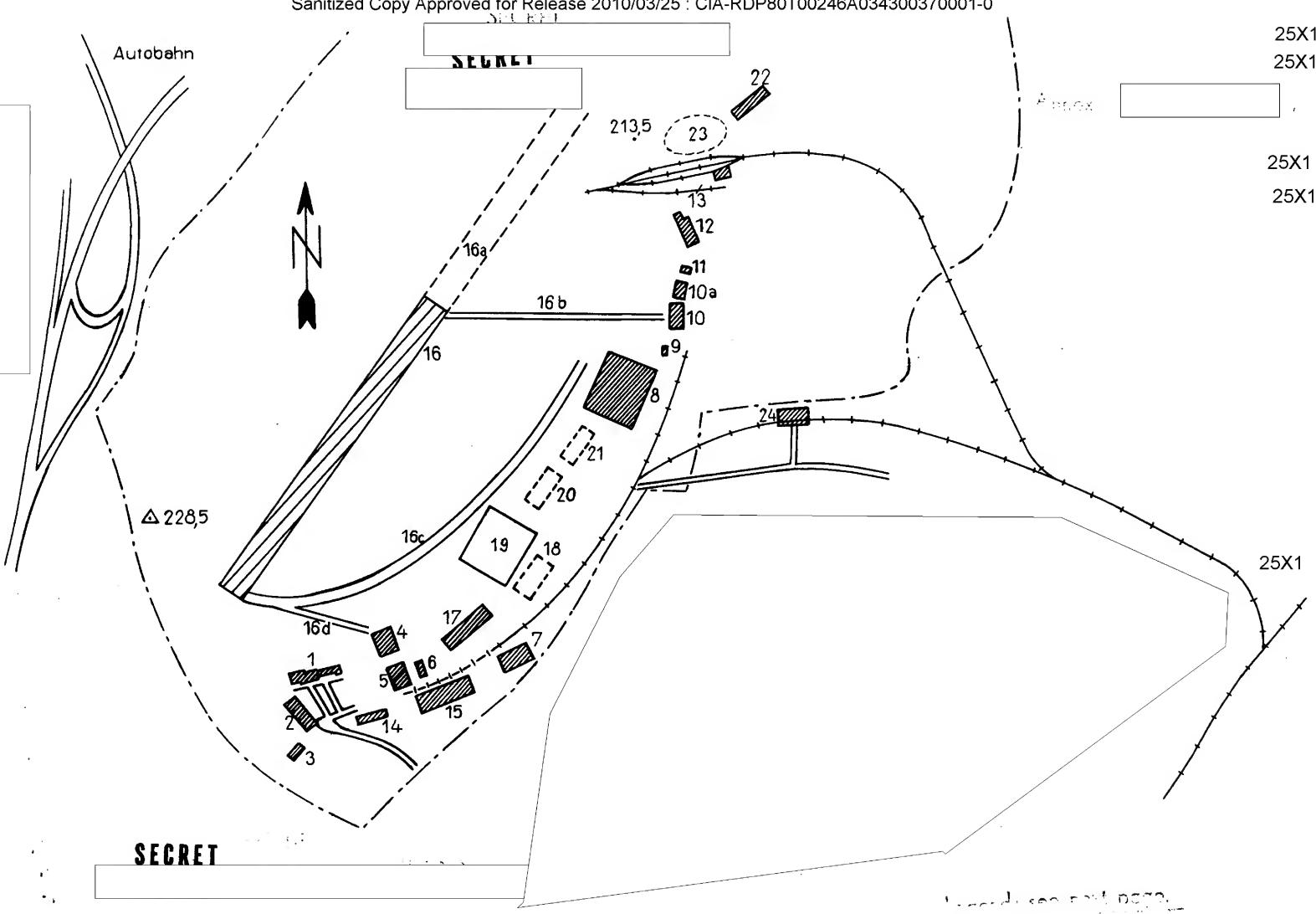
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The following information on Plant No 1 of the Verwaltung der Luftfahrt-Industrie (Administration of the Aircraft Industry) and Klotzsche airfield was obtained [redacted]

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A new laboratory for metal-hardening experiments was to be constructed between the two sheds with construction Nos 18 and 13. A new road branching off from Karl-Marx-Strasse was under construction. This new road was to lead to the sheds with construction Nos 13, 23, and 24. Two buildings of the former Luftkriegs-Schule located east of the repair hangar had been vacated by the Soviets. The area around these buildings were newly fenced-in with barbed wire and a board with the inscription "Aufbauleitung Ost" (Reconstruction Supervision East) was placed there. The firms of VEB Fernmelde-Anlagenbau (construction of communication stations) Dresden, VEB Stahlbau (steel construction) Erfurt, formerly the Mannesmann Firma, and VEB Tischlerei (joinery) Berlin-Adlershof had recently been located on the area of Plant No 1 and Klotzsche airfield. VEB Saechsischer Stahlbau Niedersedlitz is identical with VEB SRS Dresden-Niedersedlitz. It is presumed that Reichsbahn Bau-Union Leipzig is identical with VEB Montagewerk (assembly works) Leipzig and VEB EKM Leipzig and Dresden with VEM Starkstrom-Anlagenbau (construction of power plants). Paetzold (fmu), main superintendent of Kraftwerk-Industriebau (construction of power plants) Dresden had given notice on 15 September and had left for Erfurt. Gruenberg (fmu), technical manager of VEB Stahl-Montagebau Berlin, has been given leave since judicial proceedings had been instituted against him because of alleged "illicit investments".

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[redacted] Comment. For sketch of Plant No 1 and Klotzsche airfield, see Annex. Compared to previous reports, the following designations have been changed:

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5 - construction No 7

7 - construction No 13

17 - has still construction No 23; the building, however, is a workshop, (the laboratory must have construction No 18)

These designations are probably correct since they agree with those

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contained in other documents. The course of the runway had again been examined and the course on the sketch had been confirmed. It appears possible that the runway is located about 20 meters more to the right.

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Annex

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Location Sketch of Plant No 1 and Klotzsche AirfieldLegend:

- 1 - Administration of Plant No 1, construction No 1
- 2 - Five-story building, construction No 16, about 37 x 100 meters, housing the construction officer of Plant No 1
- 3 - "Resia" temporary building of the investment office
- 4 - Hangar, 50 x 75 meters, construction No 12. The completed building was to be handed over to Plant No 1 in late October 1956. [redacted] the pipes had been laid and hot-air fans had been installed. About four fifths of the floor were concreted and the doors were installed. [redacted] machine tools were to be installed in the annexes of the shed while the medium portion was to house aircraft. For this reason, a provisional taxiway (16d) was under construction.
- 5 - Shed, construction No 7, 50 x 75 meters, housing the department for the construction of component parts of Plant No 1.
- 6 - Storage sheds
- 7 - Shed, construction No 13, about 50 x 90 meters. Six trusses of this shed had additionally to be supported since old rotten beams had been used for the reconstruction of the building. During the period under observation, about 10 small shaping machines, 6 to 8 small lathes, 8 to 10 small drilling machines and some small metal presses were placed in the shed. The boxes containing machines, which were previously seen there, had been shipped away.
- 8 - Assembly shed, construction No 22, 150 x 170 meters. One section of this shed was to be handed over to Plant No 1 on 1 October. It appeared probable that this target date could be kept by VEB Stahl- und Montagebau Berlin, since only the sliding folding gates had to be installed in September. The rails for the doors had already been installed. The roof of the middle aisle was tiled for about 50 per cent and the roofs of the side aisles for about 70 per cent and the skylights there had been glazed accordingly. Only two skylights could be glazed in the middle aisle because of material shortages. The floors in all aisles were concreted according to the roofing.
- 9 - VPL guardhouse
- 10 - Hangar, construction No 7, about 50 x 80 meters. Prior to 22 September, three Il-14s and one sporting aircraft of Czech make were parked there. According to available information, a total of six Il-14s had been assembled at the airfield. The

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The antenna system and one radio truck were still observed in front of this building.

- 10a - Flight control station. The tower had been occupied by a flight-control detail since recently. All aircraft, however, received their orders for take-offs and landings still from the radio truck, parked in front of hangar No 10.
- 11 - Small workshop
- 12 - Shed, construction No (?), about 50 x 75 meters, formerly a repair hangar, now housing the assembly shop for Il-14s.
- 13 - Temporary shunting track and termination of the spur track.
- 14 - Seven-story building, construction No (?), about 15 x 80 meters. The completion of this building made only slow progress probably due to material shortages and insufficient work done by VEB Kraft- und Industriebau.
- 15 - Shed, construction No 18, about 60 x 170 meters, which was to house the pressing department. The two main trusses were to be installed by VEB Stahl- und Montagebau in September. The two concrete annexes had already been completed. Additional construction workers from VEB Kraftwerk und Industriebau had been employed there to force the construction work.
- 16 - The runway had still a length of 1,000 meters. Levelling work was done in a north-northeastern direction according to the width of the runway (16a). The runway was to have a length of 2,500 to 3,000 meters. The taxiway (16c) which branched off from the southern end of the runway, had been completed as far as shed No 8. The runway consisted of two lanes, one 24 meters and one 12 meters wide. The 24 meter wide strip between both lanes had not been concreted. The runway will therefore have a total width of 60 meters. The concrete layer had a thickness of 50 cm. The runway was to be intersected northwest of shed No 8. One lane was to lead to shed No 12. A connecting lane (16d), was under construction beginning at a point in line with shed No 4 and leading in a right angle to the runway. The existing temporary taxiway for Il-14s has No 16b.
- 17 - Shed, construction No 23, about 34 x 150 meters (?). The steel structure of this building had already been completed, the annexes were under construction, the crane runway was installed, and the roof tiled. This shed was to house a workshop.
- 18 - Shed, construction No 24. The foundations had been laid. The steel construction was being erected by VEB SBS Dresden-Niedersedlitz during the period under review.
- 19 - Shed, construction No 19, 150 x 170 meters; the same type of

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construction as shed No 22. Construction work there was done by Bau-Union Sued.

- 20 - Construction project, construction No 20. It was mentioned on a conference that construction work would only be done in 1958.
- 21 - Construction project, construction No 21.
- 22 - Wind tunnel, construction No 31, about 15 x 120 meters. Construction work was terminated; interior work made only slow progress.
- 23 - Hangar, construction No 35; preparations for construction work there were done.
- 24 - Railroad station. The signalling station had been completed and another single-story building, about 10 x 20 meters, was under construction.

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